

Crane CB5968 (FBC1) underside inspection 27/2/21 and 5/3/21

– Fraser White

This is the first opportunity to look under the crane since about 2006. Keith Bowers and Fraser White carried out the inspection.

General condition of underside

This is in good condition through-out. All Pway ballast stones, dried mud and loose paint were removed. Rusty metal should be treated with a mixture of grease and old engine oil.

Wheels and tyres

Tyre profiles to be checked. The wheels and axles are covered with a layer of existing grease which provides adequate protection.

Axles and drive gears

These are covered with a layer of existing grease which provides adequate protection. The drive gear protection plate/tray is in place and secure. The drive gears are a bit dry. Propose filling the drive gear protection plate/tray with oil.

Axleboxes

These were inspected and topped-up, as required, in November 2020.

Drawbars

End nut and split pin were lubricated to provide some protection against corrosion.

Travel balancing resistor s and mountings

The resistors are not fitted at this time. The mountings are corroded and one has been removed to provide a pattern.

Motor and mountings

Motor mounting beams have suffered some deep pitting. The motors have not been renovated yet. The Swanage end one turns without obstruction but the Wareham end motor has some obstruction to it turning fully. The brush cover plate securing latches will need to be replaced. There are spares in the PAL van. The balancing resistors are not fitted at this time but the mounting angle irons may need replacing.

Dog Clutches

To be inspected.

Electric Brakes and mounting

These are not fitted at this time.

Crane Centre pin and turret nut and locking tabs

The locking tab was present and secure.

Bogies and centre pins and rubbing plates

Both bogie centre pins have nuts with split pins present and they are well lubricated. The bottom part of rubbing plates are cracked in 3 out of 4 cases. A rubbing plate fixing bolt was missing and it was replaced with a 3/4in BSW bolt but the drawing states 7/8" tnd. Most of the bolts were loosened to ensure they can be undone when the plates get replaced. The 'wrong bolt' is at the Wareham end down side, inside front. The bolts that still need to be loosened are at the Swanage end, down side. They are the outside front and back positions. The top rubbing plates are missing some lubrication pipes. This can only be properly resolved when the crane is lifted to allow the rubbing plates to be replaced. Alternatively grease nipples could be fitted on a short straight pipe and into the top rubbing plates.

Other brakes

There are no vacuum or air brakes fitted. There is no vacuum through pipe fitted.